(b) the scheme under "Disaster Management" for checking natural calamities in Andhra Pradesh, with details thereof?

THE MINISTER OF AGRICULTURE (SHRI CHATURANAN MISHRA): (a) and (b) Government of India and the concerned State Governments have undertaken many programmes for reducing the impact of cyclones in the coastal areas including Andhra Pradesh. A net-work of cyclone warning Centres has been established in the coastal areas for observing, tracking and forecasting cyclones. These facilities are being upgraded and strengthened with installation of sophisticated doppler radars. The Meteorological Payload of INSAT 2 E will also have additional facilities to improve cylone forecasting and warning. The other measures include construction of cyclone shelters, shelter belt plantations and improvement of communication net-work through Ham Radios and public education and community awareness programmes

Plans for Modernisation of Railway System

3072. SHRI SANJAY DALMIA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of plans drawn and being implemented to modern the Railway system; and

(b) the details of progress made during the last three years in respect of modernisation of the railway track, telecommunications, etc.?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ):

(a) Modernisation of Railway system is an on-going process. In this regard Ministry of Railways has undertaken various steps indicated as under:

(i) Computerisation & Information System

(1) Computerised passenger reservation facilities provided at 271 locations as on 31,03.%.

(2) Wagon census and interchange.

(3) Management information systems relating to selected areas of railway working in the zonal railway head-quarters and 18 divisional headqua-ters.

(4) Important aspects of selected work-shops, production units, hospitals, stores depots and claims offices.

(ii) Efficiency & Research

(1) Development of improved turnout design using welded heat-treated crossing/explosion hardened cros-sings/movable nose crossings.

(2) Development of microprocessor based solid state block instruments.

(3) Development of electronic fuel injection to improve specific fuel consumption of diesel locos.

(4) Development of microprocessor based system for tap-changer and Thyristor controlled electric locomotives.

(iii) Electrical Engineering

(1) The existing 24V train lighting system in broad gauge coaches is being upgraded to 110V lighting system and as on date 60% of the coaching stock is having such a system.

(2) AC fans have been provided on experimental basis in place of existing fans.

(3) Upgrading the existing AC coaches by providing Roof Mounted AC package units, inverters etc.

(4) Equipment for OHE, Traction sub-stations has been upgraded with the introduction of PTFE Type

short-neutral section, vacuum SF-6 circuit breaker, SCADA systems, continuous cast contract wire etc.

(5) Adoption of 2x25KV single phase AC system of traction.

(6) Development of 3-phase AC drives for 25KV BG AC EMUs.

(7) A target of 2700 route Km of Electrification had been set for the VIII Five Year Plan and during the first four years *ot* the VIII Plan, 2066 route Km have beers brought under electric traction.

(8) Thirty nos. 3-phase drive AC Electric locomotives have been imported from M/s ABB along with transfer of technology for indigenous manufacture of these locomotives at Chittaranjan Locomotive Works. 26 locomotives have been received and are undergoing testing and commissioning trials. SKD/CKD locomotives are under assembly at Chittaranjan Locomotive Works.

(iv) Mechanical Engineering

(1) Modernisation of Diesel Locomotives through Transfer of Technology contract with M/s General Motors, USA.

(2) Procurement of modern coaches under Transfer of Technology contract with M/s LHB, Germany.

(v) Signals

Changing over to Colour Light and automatic signalling, track circuiting, route relay interlocking, panel interlocking and solid state interlocking systems on a need based programme.

(vi) Telecommunications

(1) Electromechanical telephone exchanges, analog microwave links & copper telecom cables are being replaced by state of the art digital electronic exchanges, digital microwave links and optic fibre cables respectively.

(2) Train control communication is being provided through 18 Ghz digital microwave communication in lieu of conventional copper cable.

(3) Mobile train radio communication is also being provided on high density routes to provide communication between control office and driver of a moving train.

(4) For improving passenger amenities, microprocessor based Public Address Systems, Electronic Train Display Boards and Interactive Voice Response Systems for train enquiry and reservation are being provided at important stations.

Item of Modernisation	Progress made during last 3 years
Track renewal	8470 kms
Digital Electronic Exchanges	45690 lines
Digital Microwave (7 GHz)	1185 rkms
18 Ghz Microwave for Control Communication.	440 rkms
Optic Fibre Cable System	61 rkms.
Train Radio Communication	780 rkms.
Microprocessor based Public Address System	68 stations
Electronic Train Display Boards	56 stations
Interactive Voice Response System for Train Enquiry.	8 stations
Solid State Interlocking	5 stations
Route Relay Interlocking	21 stations
Panel Interlocking	228 stations
Colour Light Singalling	287 stations

Item of Modernisation	Progress made during last 3 years
Automatic Signalling	135 TKMs.
FM to FM track circuiting	345 stations
FM to BSL track circuiting	379 stations

Irregular Appointment in IIT, Delhi

3073. SHRIMATl URMILABEN CHIMANBHAI PATEL: Will the Minis ter of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government are aware of irregular appointments of Lecturers in various Centres of Indian Institute of Technology (IIT), Delhi;

(b) if so, the reaction of Government thereto and action taken by Government against all those involved in such irregular appointment's; and

(c) Government's proposal to put an end to such activities in future in IIT, Delhi?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA): (a) to (c) The Indian Institutes of Technology, the Institutes of National Importance, established through the 'Institutes of Technology Act, 1961 attract and retain highly qualified and talented faculty. The India a Institute of Technology at Delhi makes all appointments strictly on the basis of merit and according to the approved procedures.

पूर्वोत्तर और राजस्थान में केन्द्रीय विद्यालय संगठन के क्षेत्रीय प्रशिक्षण केन्द्र खोला जाना

3474. **श्री शिव चरण सिंह:** क्या मानव संसाधन विकास मंत्री 29 नवम्बर, 1996 को राज्य सभा में अतारांकित प्रश्न सं० 864 के दिए गए उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि:

(क) उन स्थानों का ब्यौरा क्या है जहां सरकार द्वारा केन्द्रीय विद्यालय संगठन के क्षेत्रीय प्रशिक्षण केन्द्र खोलने का निर्णय लिया गया है और यह निर्णय कब तथा किस स्तर पर लिया गया;

(ख) उक्त निर्णय को लेने के आधार का ब्यौरा क्या है; और

(ग) इस संबंध में राजस्थान और पूर्वोत्तर क्षेत्र की उपेक्षा किये जाने/के साथ भेदभाव किये जाने का क्या औचित्य है?

मानव संसाधन विकास मंत्रालय में शिक्षा विभाग में राज्य मंत्री (श्री मुही राम सैकिया): (क) सरकार द्वारा जून, 1995 में निम्नलिखित स्थानों पर केन्द्रीय विद्यालयों के लिए 5 क्षेत्रीय प्रशिक्षण केन्द्र स्थापित करने का निर्णय लिया गया:

(I) ग्वालियर (मध्य प्रदेश)

(II) सिरसा (हरियाणा)

(III) कराड (महाराष्ट्र)

(IV) मदुरई (तमिलनाडु)

(V) बोलनगीर (उड़ीसा)

(ख) और (ग) उत्तर, दक्षिण, पूर्व, पश्चिम तथा मध्य क्षेत्रों के लिए एक-एक केन्द्र संस्वीकृत किए गए हैं।

Resolution passed by Officers Associations

3075. SHRIMATI CHANDRA KALA PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that both the recognised Officers Associations of Northern Railway have unanimously condemned the behaviour and working of the Chief Personnel Officer, Northern Railway, if so the details thereof; and

(b) what action has been taken on the resolutions passed by these Associations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and <b) Yes, Sir. The Northern Railway Officers' Association and the Northern Railway